

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The Zhdanov Shipyard (Sudostroitelnyy Zavod Imeni Zhdanova), commonly referred to as Zhdanov Zavod, was located in Kirovskiy Rayon, Prospekt Gaza, in Leningrad. This shipyard was under the administration of the Ministry of Shipbuilding Industry. It worked mainly for the Soviet Navy, building, repairing, and overhauling destroyers.

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2. The Zhdanov Shipyard was said to consist of some 36 shops. However, since a large number of these shops were off-limits to workers not actually employed in them and, since special passes were required in order to enter,

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The shops [REDACTED] were as follows:

- a. Assembly Shop (Montazhnyy Tsekh) or Tsekh #10
- b. Steam turbine manufacturing shop (Turbinnyy Tsekh) or Tsekh #20
- c. Hull metal sheet processing shop (Korpusnyy Tsekh) or Tsekh #3

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- d. Floors, stairways, and metal fixtures assembly shop or Tsekh #7
- e. Central Heating Installation (Kochegarka) or Tsekh #24
- f. New Eling shop /sic/ (Novyy Eling); this was a new hull assembly shop constructed in 1950.
- g. Diesel motor assembly shop (Dizel Montazhnyy Tsekh)
- h. Electrical equipment assembly shop (Montazhnyy Tsekh Elektricheskogo Oborudovaniya)
- i. Electrical welding shop (Elektro-Svarochnyy Tsekh)
- j. Wood processing shop (Derevo-Obdelochnyy Tsekh)
- k. Carpenter shop (Stolyarnyy Tsekh) or Tsekh #21
- l. Armory (Pushchenny Tsekh); [REDACTED] they had naval guns, torpedoes, and mines for the armament of destroyers there.

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3. The assembly shop was divided into two sections:

- a. The Boiler and Pipe Assembly Section (Kotlo-Trubnaya Masterskaya) conducted the assembly of boilers, furnaces, pipes, water and oil pumps, and ventilators on vessels. Water pumps, oil pumps, and ventilators were not manufactured at the Zhdanov Shipyard itself, but were received in crates by rail from other plants in the USSR and then delivered to the assembly shop by rail. Boilers were presumably manufactured either at the Zhdanov Shipyard or at some other plant in Leningrad, because they always arrived uncrated and sometimes not even covered by canvas. They were unloaded from the railroad flat cars either by shore or floating cranes and lowered into place in vessels lying in floating docks. Equipment and machinery such as water and oil pumps and ventilators arrived by rail and were taken first to the assembly shop. There they were uncrated, checked, greased and lubricated, and eventually installed on vessels. This section was directed by a shipbuilding engineer and one foreman, and it had approximately 150 workers.
- b. The Steam Turbine Assembly Section (Turbino-Montazhnaya Masterskaya) installed steam turbines, steam ventilators, pipes, and other connections in the machine compartments of vessels. Steam turbines were received from Shop #20 completely assembled and tested. Ventilators were shipped in crates from some other plants in the USSR. Just as with the boilers, steam turbines were unloaded from the flat cars by cranes and lowered to their places in vessels lying in floating docks. The task of the steam turbine assembly section was to install these turbines in vessels and to connect them with boiler compartments. (Ventilators and other auxiliary equipment followed the same sequence of handling as described in the previous paragraph.) One engineer and approximately 120 workers worked in this shop.
- c. The equipment of the assembly shop consisted of:
 - (1) Five electric lathes (Tokarnyy Stanok) of the type DIP-200 (?).
 - (2) Three large drilling machines (Sverlilnyy Stanok) of foreign manufacture (most probably German reparations), three meters high and equipped with shift gears
 - (3) Two medium sized drilling machines with shift gears, two meters high, probably manufactured in Germany.

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- (4) One small, belt type drilling machine for small-sized holes, of Soviet manufacture
- (5) Two punching machines (Shtampovochnaya Mashina), of Soviet manufacture
- (6) Two pipe bending machines, one of which was electric and the other manually operated, both of Soviet manufacture.
- (7) One hanging movable gantry crane, five ton capacity, of Soviet manufacture.
- (8) Two electric grinding wheels (Nozhdachnyy Stanok)
- (9) Approximately 20 work benches, 20 to 25 m. long with approximately 10-15 vises each
- (10) One fork-lift of 0.5-ton capacity

4. The Steam Turbine Manufacturing Shop made various parts of steam turbines.

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when a turbine left this shop it was completely finished, assembled, and properly greased and lubricated. The equipment of this shop consisted of:

- a. Approximately 15 lathes of an older DIP type, 2½ to 3 m. long.
- b. Approximately 30 horizontal and vertical milling machines (Frizirovochnyy Stanok) of various sizes, presumably of Soviet manufacture. About 200 workers were employed in this shop.

5. The Hull Metal Sheet Processing Shop handled all of the preparing, cutting, and bending into the required forms of steel sheets for vessels' hulls. The sheet metal for this shop was manufactured at some other plant in Leningrad and delivered to the Zhdanov Shipyard by rail. This shop had the following equipment:

- a. Four electric hanging movable Gantry cranes, 10-ton capacity, of Soviet manufacture
- b. Five large electric presses, capacity of several tons, of Soviet manufacture
- c. Three electric metal sheet cutting machines
- d. Several electric welding machines for fastening metal sheets together.

About 150 workers were employed in this shop.

6. The Metal Fixture Assembly Shop manufactured duraluminum floors for vessels, iron parts of stairways, and other metal fixtures on the vessels (closets, doors, beds). The equipment of this shop consisted of several plate rolling machines (Zhelezo-Prokatnyy Stanok), pneumatic presses, hammers, milling machines and one Gantry electric crane of three tons capacity. About 200 workers were employed in this shop.

7. The Central Heating Installation provided heat for the yard's buildings and for vessels under construction within the yard.

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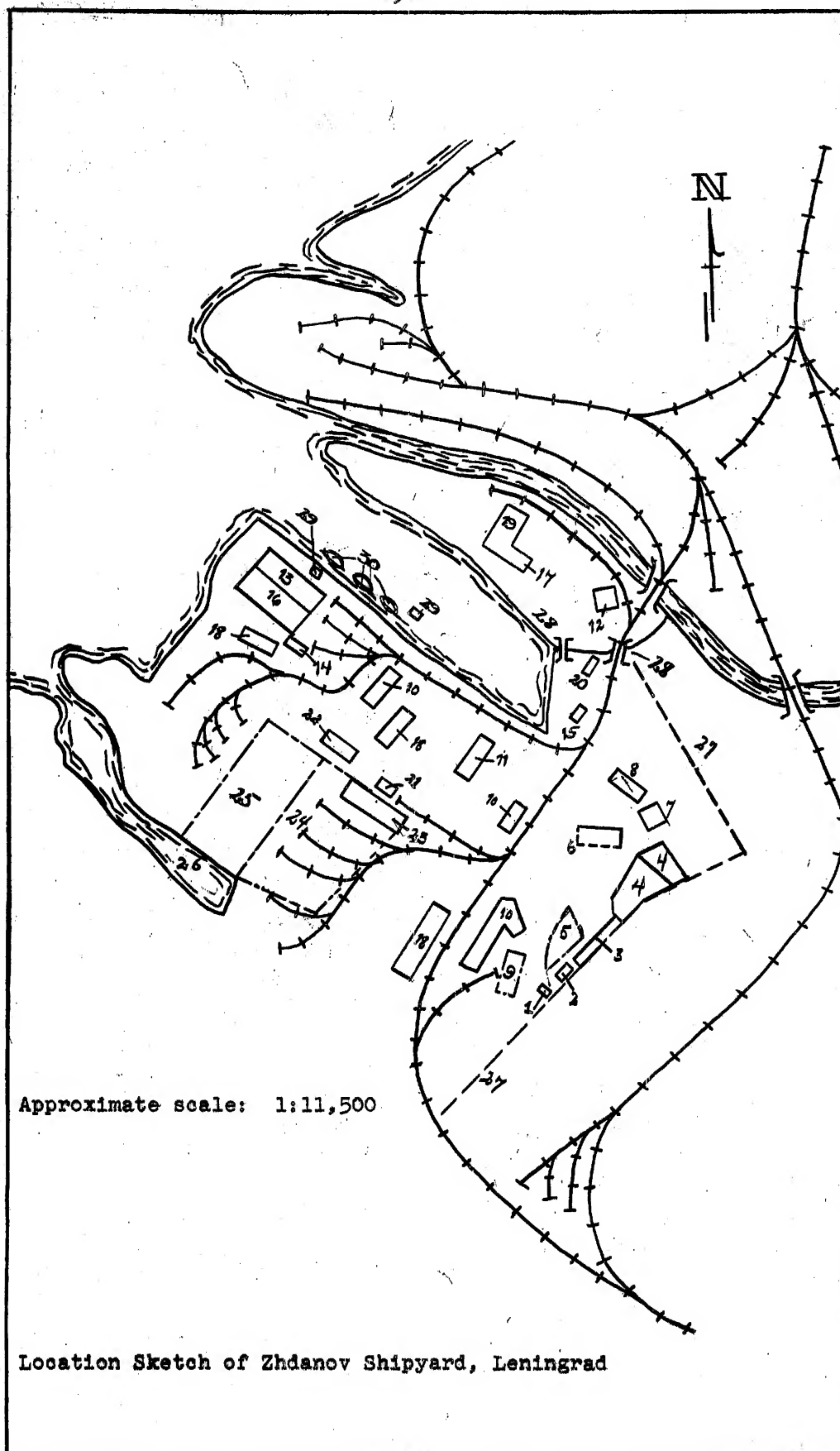
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8. The "New Eling" shop assembled hulls, using metal sheets processed in Shop #3. This was a new building, 300 x 200 m, with a glass roof. The assembly of hulls was done on a series of special flat cars located on railroad spurs. There were enough of these facilities for simultaneous assembly of four destroyers. From the New Eling shop, destroyers were pulled to the dry dock and then immediately to the floating dock See sketch 7. Assembly of the destroyers' hulls was also done in the open air assembly shop located close to the New Eling shop. Completed hulls of destroyers were towed by tugboats to the landing pier (located close to shops #3 and #4) where further assembly was made. The New Eling shop had the following equipment:
 - a. Eight electric Gantry cranes of large capacity
 - b. Approximately 16 lathes of the DIP type, and some of foreign make
 - c. Ten drilling machines, three meters high, with gear shift; probably of German manufacture
 - d. A large number of work benches with vises. Several engineers and about 400 workers were employed in this shop.
9. The Diesel Motor Assembly Shop received diesel motors, which were used as auxiliary machinery on destroyers from other plants outside of Leningrad. As soon as they arrived at the yard, diesel motors were taken to the assembly shop, disassembled, checked, greased, and eventually installed on destroyers.
10. The Electric Equipment Assembly Shop received its equipment from the outside and installed it on destroyers.
11. The Electric Welding Shop was equipped with a large number of hand-type electric welding apparatus and several transformers. There were approximately 300 welders employed at welding jobs on destroyers and in other yard shops especially in the assembly shop.
12. The Wood Processing Shop was equipped with two vertical steam operating saws, several circular saws, and other equipment [REDACTED] About 40 workers were employed there.
13. The Carpenter Shop manufactured doors and window frames for the destroyed shop (close to the dispensary) and wooden furniture for destroyers. It had about 250 workers.
14. There was also a diving detachment of 10 divers used on the underwater repair of destroyers coming to the Zhdanov Shipyard for overhauling.
15. Between [REDACTED] four destroyers were completed at the Zhdanov Shipyard and 14 more were under construction. In addition to this, two destroyers at that time were undergoing general overhaul.
16. [REDACTED] the Zhdanov Shipyard had approximately 2,000 workers. Out of this number approximately 1,000 were women. A qualified worker earned approximately 900-1,000 rubles a month. [REDACTED] At that time the plant was working 24 hours per day in three eight-hour shifts. Some of the workers lived at the yard's housing projects, of which one was on Sosnovaya Polyana (six kilometers from the yard), another on Ulitsa Vosstaniya in Leningrad, and a third small one on Prospekt Gaza.
17. The guard duty in Zhdanov Yard was performed by a special detachment of militarized guard service which numbered about 250 men.

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Legend

1. Vehicle check point
2. Check point for naval personnel
3. Workers' check point
4. Two buildings which housed Workers' Mess Hall, Yard's Personnel Section, and MVD militia detachment
5. Yard's park
6. Building destroyed during World War II
7. Yard's dispensary
8. Komsomol's club
9. Vehicle parking lot
10. Raw and technical material warehouses
11. Assembly Shop (Shop #10)
12. Steam Turbine Manufacturing Shop (Shop #20)
13. Hull Metal Sheet Processing Shop (Shop #3)
14. Floor, Stairway, and Metal Fixture Assembly Shop (Shop #7)
15. Central Heating Installation (Shop #24)
16. Electric Welding Shop (Shop #4)
17. Carpenter Shop (Shop #21)
18. Unidentified Shops
19. Shipyard's Administration Building
20. Wood Processing Shop
21. Locomotive Hall
22. Boiler House
23. New Eling Shop
24. Open Air Hull Assembly Shop
25. Dry Dock
26. Floating Dock
27. Fence
28. Bridge
29. Crane
30. Destroyer

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